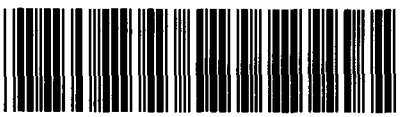


Control Number: 48785

Item Number: 21

Addendum StartPage: 0

SOAH DOCKET NO. 473-19-1265
PUC DOCKET NO. 48785

JOINT APPLICATION OF ONCOR ELETRIC DELIVERY COMPANY LLC, AEP TEXAS INC., AND LCRA TRANSMISSION SERVICES CORPORATION TO AMEND THEIR CERTIFICATES OF CONVENIENCE AND NECESSITY FOR 345-KV TRANSMISSION LINES IN PECOS, REEVES, AND WARD COUNTIES, TEXAS (SAND LAKE TO SOLSTICE AND BAKERSFIELD TO SOLSTICE)	§	BEFORE THE STATE OFFICE OF ADMINISTRATIVE HEARINGS

LCRA TRANSMISSION SERVICES CORPORATION AND AEP TEXAS, INC.'S PUBLISHERS' AFFIDAVIT OF NOTICE

Table of Contents

FORT STOCKTON PIONEER
210 N NELSON
FORT STOCKTON, TEXAS 79735

PUBLISHER'S AFFIDAVIT

BEFORE ME, the undersigned notary public, this day personally appeared Steve Fountain, Publisher/Editor, of ***The Fort Stockton Pioneer***, a newspaper having general circulation in Pecos County, Texas, who being by me duly sworn, deposes and says that the foregoing attached notice was published in said newspaper on the following dates, to wit:

November 15, 2018

Steve Fountain, Publisher

SUBSCRIBED AND SWORN TO before me this the 15th day of November, 2018, to certify which witness my hand and seal of office

Donna Gonzalez

Notary Public in and for the State of Texas

NOTARY PUBLIC STATE OF TEXAS
Donna Gonzalez
My Commission Expires
03/26/2022
ID No. 124156117

Notary Seal

(1)

Joint Application of LCRA Transmission Services Corporation and AEP Texas Inc. to Amend Their Certificates of Convenience and Necessity for the Proposed Bakersfield to Solstice 345-kV Transmission Line Project in Pecos County, Texas

PUBLIC NOTICE

PUBLIC UTILITY COMMISSION OF TEXAS DOCKET NO. 48787

LCRA Transmission Services Corporation (LCRA TSC) and AEP Texas Inc. (AEP Texas) provide this notice of intent to amend their Certificates of Convenience and Necessity (CCN) to construct the proposed Bakersfield to Solstice 345-kV Transmission Line Project in Pecos County, Texas. The proposed transmission line will connect LCRA TSC's existing Bakersfield Station located approximately 38 miles northeast of the City of Fort Stockton off of Farm to Market Road 1901 to AEP Texas' existing Solstice Switch Station located approximately 29 miles west of the City of Fort Stockton on the north side of Interstate Highway 10 near Hovey Road. The companies have filed an application with the Public Utility Commission of Texas (PUC) in docket No. 48787, *Joint Application of LCRA Transmission Services Corporation and AEP Texas Inc. to Amend Their Certificates of Convenience and Necessity for the Proposed Bakersfield to Solstice 345-kV Transmission Line Project in Pecos County, Texas.*

The proposed transmission line will range from approximately 68 to 92 miles in length depending on the route approved by the PUC and connect LCRA TSC's existing Bakersfield Station to AEP Texas' existing Solstice Switch Station. The entire project is estimated to cost approximately $194 million to $237 million (including station costs), depending on the final route chosen by the PUC.

If you have questions about this project, please call 512-578-2692.

The joint CCN application, including detailed routing maps illustrating the proposed transmission project and project area, may be reviewed on the project website at www.lcra.org/baksol and at these locations:

- LCRA offices at 3505 Montopolis Drive, Building D, Austin, Texas 78744. An appointment must be made to obtain or review the map at LCRA at 512-578-1856;
- AEP Texas offices at 400 W. 15th Street, Suite 1500, Austin, Texas 78701. An appointment must be made to obtain or review the map at AEP Texas at 512-481-4572;
- And the Pecos County Clerk, 200 S. Nelson Street, Fort Stockton, Texas 79735.

All routes and route segments included in this notice are available for selection and approval by the Public Utility Commission.

People affected by the proposed transmission project who wish to intervene in the docket or comment on LCRA TSC's and AEP Texas' joint application should mail their original request to intervene and 10 copies, or mail their original comments and 10 copies, to:

Public Utility Commission of Texas
Central Records
Attn: Filing Clerk
1701 N. Congress Ave.
P.O. Box 13326
Austin, Texas 78711-3326

People who wish to intervene in the docket must also mail a copy of their request for intervention to all parties in the docket and all people who have pending motions to intervene, at or before the time the request for intervention is mailed to the PUC. The only way to fully participate in the PUC's decision on where to locate the transmission line is to intervene in the docket. It is important for an affected person to intervene because LCRA TSC and AEP Texas are not obligated to keep affected people informed of the PUC's proceedings and cannot predict which route may or may not be approved by the PUC.

The deadline for intervention in the docket is Dec. 27, 2018, and letters from anyone requesting to intervene should be received by the PUC by that date.

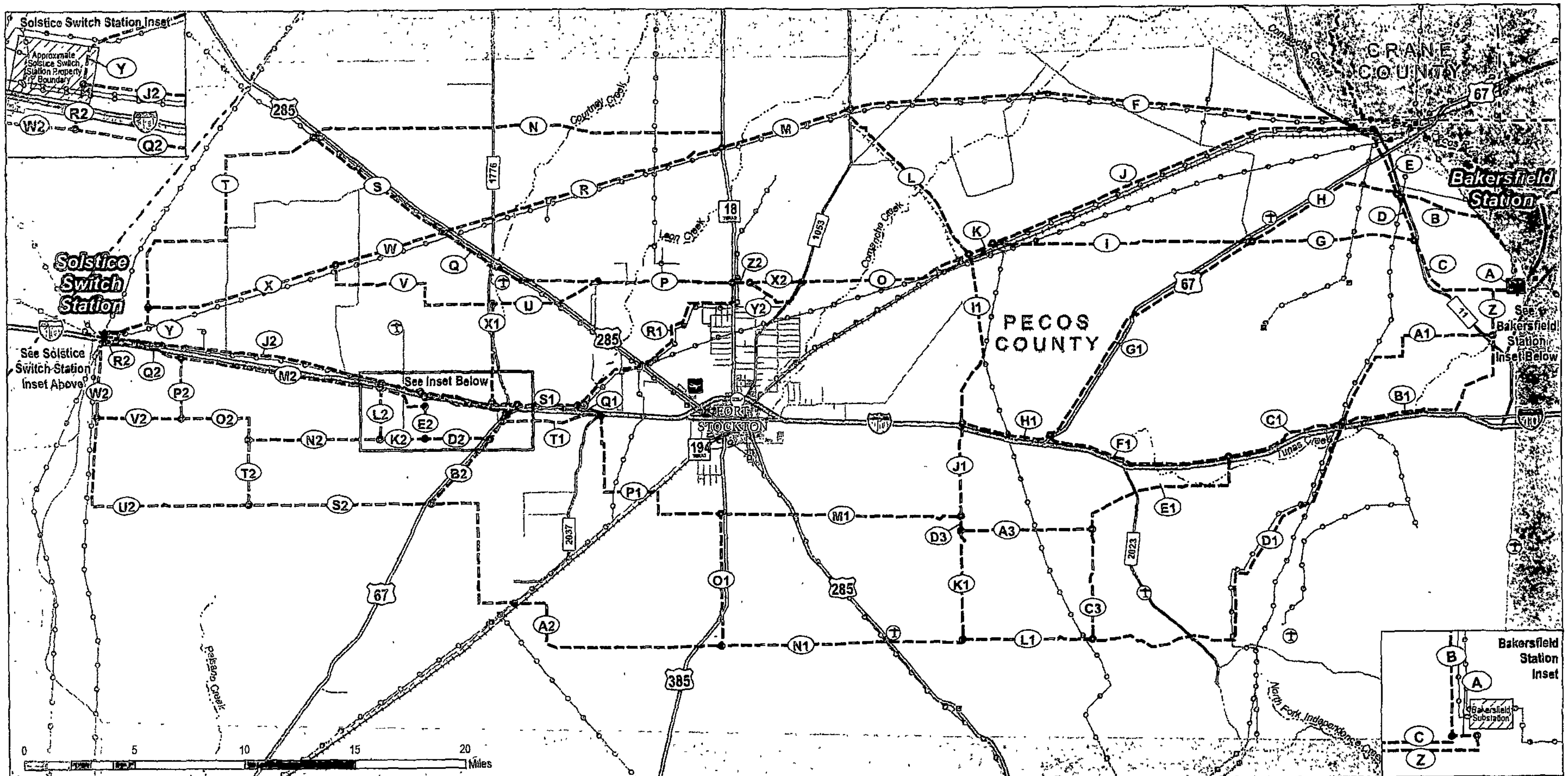
Copies of the PUC's brochure "Landowners and Transmission Line Cases at the PUC" are available from LCRA TSC and AEP Texas or may be downloaded from the PUC's website at www.puc.state.tx.us. For more information about this docket, contact the PUC's Customer Assistance Hotline at 888-782-8477. Hearing- and speech-impaired individuals with text telephones (TTY) may contact the PUC's Customer Assistance Hotline at 512-936-7136, or toll free at 800-735-2989.

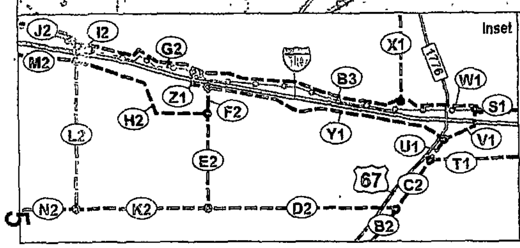
In addition to the intervention deadline, other important deadlines may already exist that affect your participation in this docket. You should review the orders and other filings already made in the docket.

Bakersfield to Solstice 345-kV Transmission Line Project Segment Descriptions

Primary Alternative Routes	Segment Combinations	Total Length In Miles
1	A-B-E-F-M-R-W-X-Y	70.8
2	A-C-G-I-K-O-X2-Z2-P-Q-W-X-Y	67.8
3	A-C-G-I-K-O-X2-Z2-R1-S1-W1-B3-G2-J2	69.5
4	A-C-G-I-K-L-M-R-W-X-Y	71.2
5	A-B-E-J-K-O-X2-Z2-P-Q-W-X-Y	71.8
6	A-C-D-E-J-K-O-Y2-Z2-P-U-V-X-Y	74.3
7	A-B-E-J-K-O-Y2-Z2-P-U-X1-B3-G2-J2	75.8
8	A-B-E-F-M-N-T-Y	77.3
9	A-C-D-E-F-M-R-S-T-Y	71.2
10	Z-B1-C1-F1-H1-J1-M1-P1-Q1-S1-W1-B3-G2-J2	78.7
11	A-C-G-I-K-O-X2-Z2-P-Q-S-T-Y	75.6
12	A-B-H-G1-H1-J1-M1-P1-Q1-S1-W1-B3-G2-J2	80.4
13	Z-A1-C1-F1-H1-J1-M1-P1-T1-C2-D2-E2-F2-Z1-G2-J2	81.0
14	A-C-G-G1-H1-J1-M1-P1-T1-C2-D2-K2-L2-I2-J2	81.2
15	Z-B1-C1-F1-H1-J1-M1-P1-T1-C2-D2-K2-N2-O2-P2-Q2-R2	82.6
16	Z-A1-C1-F1-H1-J1-M1-P1-T1-C2-D2-K2-N2-O2-V2-W2-R2	83.9
17	Z-A1-C1-F1-H1-I1-O-X2-Z2-P-U-V-X-Y	81.3
18	Z-B1-D1-L1-N1-O1-P1-Q1-S1-V1-Y1-F2-H2-M2-Q2-R2	88.4
19	Z-A1-C1-F1-H1-J1-M1-P1-Q1-S1-V1-U1-C2-B2-S2-U2-W2-R2	89.1
20	Z-B1-C1-E1-C3-L1-N1-A2-S2-T2-O2-P2-Q2-R2	89.9
21	Z-A1-C1-E1-A3-K1-N1-A2-S2-U2-W2-R2	91.6
22	Z-A1-C1-E1-A3-D3-M1-P1-Q1-S1-W1-B3-G2-J2	77.0
23	A-B-E-J-K-O-X2-Z2-R1-S1-W1-B3-G2-J2	73.5
24	A-C-D-E-F-M-R-W-X-Y	71.2
25	Z-A1-C1-E1-A3-D3-M1-P1-T1-C2-D2-K2-N2-O2-V2-W2-R2	82.2

No[illegible] ...ite and round[illegible] ...e nea[illegible] hundredths of a mile. T[illegible] [illegible]tances [illegible] ...n to [illegible] le[illegible] ...te pres[illegible] ...du[illegible]





Project Components

Project Endpoint

Primary Alternative Route Segment, Node and Label

Substation Area

Study Area

Existing Utilities

Existing Substation

Transmission Line

Transportation

Interstate Highway

US Highway

State Highway

Farm-to-Market Road

Local / County Road

Railroad

Railroad: Abandoned

Public Airport

Private Airstrip

Heliport

Administrative Boundaries

County Boundary

City Boundary

Surface Water

River or Stream

Bakersfield to Solstice
345-kV Transmission Line Project

Primary Alternative
Route Segments

AEP TEXAS
POWER ENGINEERS
LCRA

Segment A (see inset) — Segment A begins at the existing Bakersfield Station, approximately 0.80 miles west of Farm-to-Market (FM) 1901 in Pecos County. The segment exits the southwest side of the existing Bakersfield Station and proceeds west for approximately 0.11 mile. The segment terminates at its intersection with Segments B and C.

Segment B — Segment B begins at its intersection with Segments A and C (see Inset). The segment proceeds north for approximately 1 60 miles, paralleling the west side of an existing transmission line. The segment then angles northwest for approximately 2.25 miles, paralleling the southwest side of an existing transmission line. The segment then angles west-northwest for approximately 1.19 miles, and then angles northwest for approximately 1.77 miles. The segment then angles west-northwest for approximately 0.93 mile, crossing an existing transmission line and FM 11. The segment terminates at its intersection with Segments D, E, and H, on the southwest side of FM 11.

Segment C — Segment C beings at its intersection with Segments A and B (see Inset). The segment proceeds south for approximately 0.02 mile, and then turns west for approximately 3 14 miles. The segment then angles northwest for approximately 2 66 miles, paralleling the northeast side of FM 11. The segment then turns west-southwest for approximately 0.06 mile, crossing FM 11. The segment terminates at its intersection with Segments D and G, on the southwest side of FM 11

Segment D — Segment D begins at its intersection with Segments C and G, on the southwest side of FM 11. The segment proceeds northwest for approximately 2.24 miles, paralleling the southwest side of FM 11 and crossing an existing transmission line. The segment terminates at its intersection with Segments B, E, and H, on the southwest side of FM 11.

Segment E — Segment E begins at its intersection with Segments B, D, and H, on the southwest side of FM 11. The segment proceeds northwest for approximately 1.62 miles, paralleling the southwest side of FM 11 The segment then angles west-northwest for approximately 1.14 miles, crossing United States Highway (U.S. HWY) 67 and two existing transmission lines. The segment then angles west-northwest for approximately 0.57 mile, and then angles north for approximately 0.18 mile, crossing an existing railroad and FM 11. The segment then turns west for approximately 0.42 mile, paralleling the northeast side of FM 11 and crossing an existing transmission line. The segment terminates at its intersection with Segments F and J, on the northeast side of FM 11.

Segment F — Segment F begins at its intersection with Segments E and J, on the northeast side of FM 11. The segment proceeds northwest for approximately 0.98 mile, paralleling the northeast side of FM 11 and crossing an existing transmission line. The segment then angles west for approximately 6.98 miles, paralleling the north side of an existing transmission line, immediately crossing FM 11 and crossing an existing transmission line. The segment then angles northwest for approximately 0.15 mile, then angles west for approximately 0.18 mile, and then angles west-southwest for approximately 0.15 mile. The segment then angles west-northwest for approximately 5.40 miles, paralleling the north side of an existing transmission line. The segment then angles west-southwest for approximately 8.45 miles, paralleling the north side of an existing transmission line and crossing Comanche Creek. The segment then angles southwest for approximately 0.70 mile, paralleling the north side of an existing transmission line. The segment terminates at its intersection with Segments L and M, on the east side of FM 1053 and on the north side of an existing transmission line.

Segment G — Segment G begins at its intersection with Segments C and D, on the southwest side of FM 11 The segment proceeds west for approximately 1.08 miles, crossing an existing transmission line. The segment then angles west-northwest for approximately 0.31 mile. The segment then angles west for approximately 0.69 mile, and then angles west-southwest for approximately 1.34 miles, crossing an existing transmission line. The segment then angles west for approximately 3.91 miles. The segment terminates at its intersection with Segments H, I, and G1, on the southeast side of U.S. HWY 67.

Segment H — Segment H begins at its intersection with Segments B, D, and E, on the southwest side of FM 11. The segment proceeds west-northwest for approximately 2.41 miles, crossing an existing transmission line. The segment then angles southwest for approximately 4.93 miles, paralleling the southeast side of U.S. HWY 67. The segment terminates at its intersection with Segments G, I, and G1, on the southeast side of U S. HWY 67.

Segment I — Segment I begins at its intersection with Segments G, H, and G1, on the southeast side of U.S. HWY 67. The segment proceeds west for approximately 5.15 miles, crossing U.S. HWY 67. The segment then angles southwest for approximately 0.13 mile, and then angles west for approximately 6.53 miles, crossing an existing transmission line, an existing railroad, and an existing transmission line The segment terminates at its intersection with Segments J and K, on the northwest side of an existing transmission line.

Segment J — Segment J begins at its intersection with Segments E and F, on the northeast side of FM 11. The segment proceeds southwest for approximately 0.06 mile, crossing FM 11. The segment then angles west for approximately 4.14 miles, paralleling the north side of an existing transmission line The segment then angles southwest for approximately 13.13 miles, paralleling the northwest side of an existing transmission line. The segment terminates at its intersection with Segments I and K, on the northwest side of an existing transmission line.

Segment K — Segment K begins at its intersection with Segments I and J, on the northwest side of an existing transmission line. The segment proceeds southwest for approximately 1.22 miles, paralleling the northwest side of an existing transmission line. The segment terminates at its intersection with Segments L, O, and I1, on the northwest side of an existing transmission line.

Segment L—Segment L begins at its intersection with Segments K, O, and I1, on the northwest side of an existing transmission line. The segment proceeds northwest for approximately 1.06 miles. The segment then angles north-northwest for approximately 1.83 miles, paralleling the northeast side of an abandoned railroad. The segment then angles northwest for approximately 4.38 miles, paralleling the northeast side of an abandoned railroad and crossing Comanche Creek. The segment then angles north for approximately 0.22 mile, and then turns west for approximately 0.23 mile. The segment than angles northwest for approximately 0.63 mile, paralleling the northeast side of an abandoned railroad. The segment then angles north for approximately 0.45 mile, paralleling the east side of FM 1053 and crossing an existing transmission line. The segment terminates at its intersection with Segments F and M, on the east side of FM 1053 and on the north side of an existing transmission line.

Segment M — Segment M begins at its intersection with Segments F and L, on the east side of FM 1053 and on the north side of an existing transmission line. The segment angles southwest for approximately 6.10 miles, paralleling the northwest side of an existing transmission line, immediately crossing FM 1053, and crossing an abandoned railroad, Leon Creek, and State Highway (SH) 18. The segment terminates at its intersection with Segments N and R, on the west side of SH 18 and on the northwest side of an existing transmission line.

Segment N — Segment N begins at its intersection with Segments M and R, on the west side of SH 18 and on the northwest side of an existing transmission line. The segment proceeds north for approximately 0 67 mile, paralleling the west side of SH 18. The segment then turns west for approximately 5.93 miles, crossing an existing transmission line. The segment then angles northwest for approximately 1.40 miles, crossing Courtney Creek. The segment then angles west for approximately 2.05 miles. The segment then angles west-southwest for approximately 0.98 mile, and then angles west for approximately 7.15 miles, crossing FM 1776. The segment then angles northwest for approximately 0.21 mile. The segment then angles southwest for approximately 0.17 mile, and then angles west for approximately 0 39 mile. The segment then angles southwest for approximately 0.51 mile, crossing U.S. HWY 285 and an existing transmission line. The segment terminates at its intersection with Segments S and T, on the southwest side of an existing transmission line on the southwest side of U.S. HWY 285.

Segment O — Segment O begins at its intersection with Segments K, L and I1, on the northwest side of an existing transmission line The segment proceeds southwest for approximately 2.41 miles, paralleling the northwest side of an existing transmission line, and crossing an abandoned railroad. The segment then angles west for approximately 5.43 miles, crossing Comanche Creek. The segment terminates at its intersection with Segments X2 and Y2, on the east side of FM 1053.

Segment P — Segment P begins at its intersection with Segments R1 and Z2, on the west side of SH 18 and an existing transmission line. The segment proceeds west for approximately 1.53 miles. The segment then turns north for approximately 0.06 mile, and then turns west for approximately 1.90 miles. The segment then angles west-southwest for approximately 0.16 mile, and then angles [illegible] 0.40 mi[illegible] The segment then angles southwest for approximat[illegible]

and then angles west for approximately 0.67 mile, crossing Leon Creek. The segment then angles southwest for approximately 0.14 mile, and then angles northwest for approximately 0.16 mile. The segment then angles west for approximately 0.96 mile, and then angles west-northwest for approximately 0.18 mile. The segment terminates at its intersection with Segments Q and U.

Segment Q — Segment Q begins at its intersection with Segments P and U. The segment proceeds west for approximately 3.60 miles, crossing U.S. HWY 285, and an existing transmission line The segment then angles northwest for approximately 0.90 mile, paralleling the southwest side of an existing transmission line. The segment then angles west-southwest for approximately 0.12 mile, and then angles northwest for approximately 0.64 mile crossing Courtney Creek and FM 1776. The segment then angles north-northwest for approximately 0 19 mile, and then angles northwest for approximately 2.28 miles, paralleling the southwest side of an existing transmission line and crossing an existing transmission line. The segment terminates at its intersection with Segments R, S, and W, on the southwest side of an existing transmission line and U.S. HWY 285 and north side of an existing transmission line.

Segment R — Segment R begins at its intersection with Segments M and N, on the west side of SH 18 and on the northwest side of an existing transmission line. The segment proceeds west-southwest for approximately 1.10 miles, paralleling the northwest side of an existing transmission line. The segment then angles northwest for approximately 0.23 mile, and then turns southwest for approximately 0.44 mile. The segment then angles west-southwest for approximately 2.00 miles, paralleling the northwest side of an existing transmission line, and crossing an existing transmission line. The segment then angles west for approximately 0 39 mile, and then angles southwest for approximately 0.23 mile. The segment then angles west-southwest for approximately 3.60 miles, paralleling the northwest side of an existing transmission line. The segment then angles west for approximately 0.43 mile, and then angles southwest for approximately 0.25 mile. The segment then angles west-southwest for approximately 4.75 miles, paralleling the northwest side of an existing transmission line and crossing Courtney Creek, FM 1776, U.S. HWY 285, and an existing transmission line. The segment terminates at its intersection with Segments R, S, and W, on the southwest side of an existing transmission line and U.S. HWY 285 and north side of an existing transmission line.

Segment S — Segment S begins at its intersection with Segments Q, R, and W, on the southwest side of an existing transmission line and U S. HWY 285 and north side of an existing transmission line. The segment proceeds northwest for approximately 7.30 miles, paralleling the southwest side of an existing transmission line. The segment terminates at its intersection with Segments N and T, on the southwest side of an existing transmission line on the south side of U.S. HWY 285.

Segment T — Segment T begins at its intersection with Segments N and S, on the southwest side of an existing transmission line on the south side of U.S. HWY 285. The segment proceeds southwest for approximately 1.26 miles. The segment then angles west for approximately 2.94 miles. The segment then turns south for approximately 3.90 miles, and then turns west for approximately 3.24 miles. The segment then angles south-southwest for approximately 0.69 mile, paralleling the southeast side of an existing transmission line. The segment then angles south for approximately 2.40 miles. The segment terminates at its intersection with Segments X and Y.

Segment U — Segment U begins at its intersection with Segments P and Q. The segment proceeds southwest for approximately 2.02 miles, crossing U.S. HWY 285. The segment then angles west for approximately 3.01 miles, crossing an existing transmission line, and Courtney Creek. The segment terminates at its intersection with Segments V and X1, on the east side of FM 1776.

Segment V — Segment V begins at its intersection with Segments U and X1, on the east side of FM 1776. The segment proceeds west for approximately 3.05 miles, immediately crossing FM 1776. The segment then turns north for approximately 0.98 mile, and then turns west for approximately 2.08 miles. The segment then angles southwest for approximately 0.12 mile, then angles west for approximately 0.13 mile, and then angles northwest for approximately 0.13 mile. The segment then angles west for approximately 1.66 miles, and then turns north for approximately 0.89 mile, crossing an existing transmission line. The segment terminates at its intersection with Segments W and X, on the northwest side of an existing transmission line.

Segment W — Segment W begins at its intersection with Segments Q, R, and S, on the southwest side of an existing transmission line and U.S. HWY 285 and north side of an existing transmission line. The segment proceeds west-southwest for approximately 5.07 miles, paralleling the northwest side of an existing transmission line. The segment terminates at its intersection with Segments V and X, on the northwest side of an existing transmission line.

(5)

Segment X — Segment X begins at its intersection with Segments V and W, on the northwest side of an existing transmission line. The segment proceeds southwest for approximately 6.57 miles, paralleling the northwest side of an existing transmission line. The segment then angles west for approximately 2.33 miles. The segment terminates at its intersection with Segments T and Y.

Segment Y — Segment Y begins at its intersection with Segments T and X. The segment proceeds south for approximately 0.70 mile. The segment then angles southwest for approximately 1.80 miles, paralleling the northwest side of an existing transmission line and crossing an existing transmission line. The segment then turns south for approximately 0.14 mile. The segment terminates at a point inside the Solstice Switch Station property, on the north side of Interstate Highway (IH) 10 in Pecos County (see Inset).

Segment Z — Segment Z begins at the existing Bakersfield Station, approximately 0.80 miles west of FM 1901 in Pecos County (see inset). The segment exits the southwest corner of the existing Bakersfield Station and proceeds south for approximately 0.07 mile. The segment then turns west for approximately 1.05 miles, and then turns south for approximately 2.02 miles. The segment terminates at its intersection with Segments A1 and B1.

Segment A1 — Segment A1 begins at its intersection with Segments Z and B1. The segment proceeds west for approximately 4.10 miles, crossing FM 11. The segment then turns south for approximately 0.96 mile. The segment then turns west for approximately 1.22 miles. The segment then angles southwest for approximately 3.27 miles, paralleling the southeast side of an existing transmission line. The segment terminates at its intersection with Segments B1, C1, and D1, on the southeast side of an existing transmission line on the north side of IH 10.

Segment B1 — Segment B1 begins at its intersection with Segments Z and A1. The segment proceeds south for approximately 1.65 miles, immediately crossing Tunas Creek, and crossing FM 11. The segment then angles southwest for approximately 1.21 miles. The segment then angles south-southwest for approximately 1.20 miles, and then angles west for approximately 4 32 miles, paralleling the north side of IH 10, and crossing Tunas Creek. The segment then angles northwest for approximately 0.28 mile, then angles southwest for approximately 0.20 mile, and then angles west for approximately 0.66 mile, paralleling the north side of IH 10 The segment terminates at its intersection with Segments A1, C1, and D1, on the southeast side of an existing transmission line on the north side of IH 10.

Segment C1 — Segment C1 begins at its intersection with Segments A1, B1, and D1, on the southeast side of an existing transmission line on the north side of IH 10. The segment proceeds southwest for approximately 0.79 mile, paralleling the north side of IH 10 and immediately crossing an existing transmission line. The segment angles west for approximately 0.61 mile, then angles southwest for approximately 0.66 miles, paralleling the north side of IH 10. The segment then angles west for approximately 0.49 mile, then angles southwest for approximately 0.48 mile, and then angles west-southwest for approximately 1.79 miles, paralleling the north side of IH 10. The segment terminates at its intersection with Segments E1 and F1, on the north side of IH 10.

Segment D1 — Segment D1 begins at its intersection with Segments A1, B1, and C1, on the southeast side of an existing transmission line on the north side of IH 10. The segment proceeds south-southwest for approximately 3.80 miles, paralleling the southwest side of two existing transmission lines, immediately crossing IH 10, and crossing an existing transmission line and Tunas Creek. The segment then angles southwest for approximately 1.50 miles, paralleling the southeast side of an existing transmission line and crossing an existing transmission line. The segment then angles south-southwest for approximately 3.06 miles, paralleling the southeast side of an existing transmission line. The segment then angles west for approximately 0.51 mile, paralleling the south side of an existing transmission line. The segment then turns south for approximately 3.08 miles, paralleling the east side of an existing transmission line, and immediately crossing an existing transmission line. The segment then turns west for approximately [illegible] angle northwest for approximately 0.27 mile, then angles west for approximately 0.78 mile, and then angles west-southwest for approximately 1.06 miles, crossing FM 2023. The segment then angles west-southwest for approximately 0.74 mile, and then angles northwest for approximately 0.62 mile. The segment then angles west for approximately 0.17 mile. The segment then angles northwest for approximately 0.41 mile, and then angles west-southwest for approximately 1.82 miles, and then angles north for approximately 0.07 mile The segment terminates at its intersection with Segments C3 and L1.

Segment E1 — Segment E1 begins at its intersection with Segments C1 and F1, on the north side of IH 10. The segment proceeds south for approximately 1.34 miles, immediately crossing IH 10 and crossing Tunas Creek. The segment then turns west for approximately 2.00 miles, then angles southwest for approximately 0.09 mile, and then angles west for approximately 1 10 miles. The segment then angles southwest for approximately 3.28 miles, crossing FM 2023. The segment then angles south for approximately 0.72 mile The segment terminates at its intersection with Segments A3 and C3.

Segment F1 — Segment F1 begins at its intersection with Segments C1 and E1, on the north side of IH 10. The segment proceeds westerly for approximately 4.49 miles, paralleling the north side of IH 10, and crossing Tunas Creek. The segment then angles northwest for approximately 0.30 mile, and then angles west for approximately 0.29 mile. The segment then angles northwesterly for approximately 3 37 miles, paralleling the north side of IH 10 and crossing U.S. HWY 67 The segment terminates at its intersection with Segments G1 and H1, on the northwest side of U.S. HWY 67.

Segment G1 — Segment G1 begins at its intersection with Segments G, H and I, on the southeast side of U.S. HWY 67. The segment proceeds southwest for approximately 6.15 miles, paralleling the southeast side of U.S. HWY 67. The segment then turns northwest for approximately 0.07 mile, crossing U.S. HWY 67. The segment then turns southwest for approximately 6.80 miles, paralleling the northwest side of U.S. HWY 67. The segment terminates at its intersection with Segments F1 and H1, on the northwest side of U.S. HWY 67.

Segment H1 — Segment H1 begins at its intersection with Segments F1 and G1, on the northwest side of U.S. HWY 67. The segment proceeds southwest for approximately 0.43 mile, paralleling the northwest side of U.S. HWY 67. The segment then angles west-northwest for approximately 63 miles, paralleling the north side of IH 10 and crossing an existing transmission line. The segment terminates at its intersection with Segments I1 and J1, on the north side of IH 10.

Segment I1 — Segment I1 begins at its intersection with Segments H1 and J1, on the north side of IH 10. The segment proceeds north for approximately 1.44 miles. The segment then angles northeast for approximately 1.92 miles. The segment then angles north-northwest for approximately 4.22 miles. The segment then angles northwest for approximately 0.39 mile, crossing an existing transmission line, an existing railroad, and an existing transmission line. The segment terminates at its intersection with Segments K, L, and O, on the northwest side of an existing transmission line.

Segment J1 — Segment J1 begins at its intersection with Segments H1 and I1, on the north side of IH 10. The segment proceeds south for approximately 0.62 mile, crossing IH 10. The segment then angles southwest for approximately 0.24 mile, and then angles south for approximately 3.42 miles. The segment terminates at its intersection with Segments M1 and D3.

Segment K1 — Segment K1 begins at its intersection with Segments A3 and D3. The segment proceeds south for approximately 0.28 mile, and then angles southeast for approximately 0.21 mile. The segment then turns southwest for approximately 0.26 mile. The segment then angles south for approximately 4.34 miles. The segment terminates at its intersection with Segments L1 and N1.

Segment L1 — Segment L1 begins at its intersection with Segments D1 and C3. The segment proceeds west for approximately 1.28 miles, crossing an existing transmission line. The segment then angles northwest for approximately 0.23 mile, and then turns southwest for approximately 0.14 mile. The segment then angles west for approximately 4.29 miles. The segment terminates at its intersection with Segments K1 and N1.

Segment M1 — Segment M1 begins at its intersection with Segments J1 and D3. The segment proceeds west for approximately 0.80 mile. The segment then angles southwest for approximately 0.20 mile. The segment then turns northwest for approximately 0.40 mile, and then angles west for approximately 9.54 miles, crossing an existing transmission line, U.S. HWY 285, and U.S. HWY 385. The segment terminates at its intersection with Segments O1 and P1, on the west side of U.S. HWY 385.

Segment N1 — Segment N1 begins at its intersection with Segments L1 and K1. The segment proceeds south for approximately 0.13 mile, then west for approximately 3.30 miles, then southwest for approximately 0.04 mile, crossing U.S. HWY 285 and an existing transmission line. The segment then proceeds northwest for approximately 0.13 mile, then west for approximately 7.43 miles. The segment terminates at its intersection with Segments O1 and A2.

Segment O1 — Segment O1 begins at its intersection with Segments N1 and A2. The segment proceeds north for approximately 1.57 miles. The segment then proceeds west-northwest for approximately 0.05 mile, crossing U.S. HWY 385. The segment then continues north for approximately 4.42 miles, paralleling the west side of U.S. HWY 385. The segment terminates at its intersection with Segments M1 and P1, on the west side of U.S. HWY 385.

Segment P1 — Segment P1 begins at its intersection with Segments M1 and O1, on the west side of U.S. HWY 385. The segment proceeds west for approximately 2.83 miles, and then turns north for approximately 1.01 miles. The segment then turns west for approximately 2.51 miles, crossing an existing railroad and an existing transmission line. The segment then turns north for approximately 2.23 miles. The segment then turns west for approximately 0.10 mile, and then turns north for approximately 1.26 miles. The segment terminates at its intersection with Segments Q1 and T1, on the south side of IH 10 and on the east side of FM 2037.

Segment Q1 — Segment Q1 begins at its intersection with Segments P1 and T1, on the south side of IH 10 and on the east side of FM 2037. The segment proceeds north for approximately 0.12 mile, crossing IH 10 The segment then angles west-northwest for approximately 1.12 miles, crossing Leon Creek and an existing transmission line. The segment terminates at its intersection with Segments R1 and S1, on the northwest side of an existing transmission line on the north side of IH 10.

Segment R1 — Segment R1 begins at its intersection with Segments Z2 and P, on the west side of SH 18. The segment proceeds south for approximately 0.94 mile, paralleling the west side of an existing transmission line. The segment then turns west for approximately 1.95 miles, paralleling the north side of an existing transmission line. The segment then angles south-southwest for approximately 0.90 mile, paralleling the northwest side of an existing transmission line. The segment then angles west-southwest for approximately 0.54 mile, paralleling the northwest side of an existing transmission line, and then angles south for approximately 0.68 mile, paralleling the west side of an existing transmission line. The segment then angles southwest for approximately 1.38 miles, paralleling the northwest side of an existing transmission line. The segment then angles west-southwest for approximately 0.37 mile, paralleling the northwest side of an existing transmission line, and then angles southwest for approximately 0.26 mile, crossing U.S. HWY 285 and an existing transmission line. The segment then angles west for approximately 1.09 miles, paralleling the north side of an existing transmission line. The segment then angles southwest for approximately 2.33 miles, paralleling the northwest side of an existing transmission line and crossing Leon Creek. The segment terminates at its intersection with Segments Q1 and S1, on the northwest side of an existing transmission line on the north side of IH 10.

Segment S1 — Segment S1 begins at its intersection with Segments Q1 and R1, on the northwest side of an existing transmission line on the north side of IH 10. The segment proceeds west for approximately 2.73 miles, paralleling the north side of an existing transmission line. The segment terminates at its intersection with Segments V1 and W1, on the north side of an existing transmission line on the north side of IH 10 (see Inset).

Segment T1 — Segment T1 begins at its intersection with Segments P1 and Q1, on the south side of IH 10 and on the east side of FM 2037. The segment proceeds west for approximately 0.79 mile, paralleling the south side of IH 10 and crossing FM 2037 and Leon Creek. The segment then angles southwest for approximately 1.06 miles, and then angles west-northwest for approximately 0.75 mile. The segment then angles west for approximately 1.94 miles. The segment terminates at its sec[illegible] Segments U1 and C2, on the ea[illegible] of U.S. [illegible] (see Inset).

Segment U1 (see inset) — Segment U1 begins at its intersection with Segments V1 and Y1, on the south side of IH 10 and on the east side of U.S. HWY 67. The segment proceeds southwest for approximately 0.39 mile, paralleling the east side of U.S. HWY 67. The segment terminates at its intersection with Segments T1 and C2, on the east side of U.S. HWY 67.

Segment V1 (see inset) — Segment V1 begins at its intersection with Segments S1 and W1, on the north side of an existing transmission line on the north side of IH 10. The segment proceeds south for approximately 0.27 mile, immediately crossing an existing transmission line and crossing IH 10. The segment then angles west-southwest for approximately 0.51 mile. The segment terminates at its intersection with Segments U1 and Y1, on the south side of IH 10 and on the east side of U.S. HWY 67.

Segment W1 (see inset) — Segment W1 begins at its intersection with Segments S1 and V1, on the north side of an existing transmission line on the north side of IH 10. The segment proceeds west for approximately 0.91 mile, paralleling the north side of an existing transmission line and crossing FM 1776. The segment then angles northwest for approximately 0.27 mile. The segment terminates at its intersection with Segments X1 and B3.

Segment X1 — Segment X1 begins at its intersection with Segments U and V, on the east side of FM 1776. The segment proceeds south for approximately 1 73 miles, paralleling the east side of FM 1776 and then crossing FM 1776. The segment then continues south for approximately 2.81 miles. The segment terminates at its intersection with Segments W1 and B3 (see Inset).

Segment Y1 — Segment Y1 begins at its intersection with Segments U1 and V1 (see Inset), on the south side of IH 10 and on the east side of U.S. HWY 67. The segment proceeds northwest for approximately 0.39 mile, crossing U S. HWY 67. The segment then angles west for approximately 1.60 miles, paralleling the south side of IH 10. The segment then angles west-southwest for approximately 0.37 mile, and then angles northwest for approximately 0.42 mile. The segment then angles west for approximately 1.05 miles, paralleling the south side of IH 10. The segment terminates at its intersection with Segments Z1 and F2, on the south side of IH 10.

Segment Z1 (see inset) — Segment Z1 begins at its intersection with Segments Y1 and F2, on the south side of IH 10. The segment proceeds west for approximately 0.26 mile, paralleling the south side of IH 10. The segment then turns north for approximately 0.21 mile, crossing IH 10 and an existing transmission line. The segment terminates at its intersection with Segments G2 and B3, on the north side of an existing transmission line on the north side of IH 10.

Segment A2 — Segment A2 begins at its intersection with Segments N1 and O1. The segment proceeds west for approximately 7.45 miles, crossing U.S. HWY 385. The segment then angles northwest for approximately 0.54 mile, and then angles north for approximately 1.83 miles. The segment then turns west for approximately 1.33 miles, and then angles southwest for approximately 0.20 mile, paralleling the southeast side of an existing railroad. The segment then turns northwest for approximately 0.17 mile, crossing an existing railroad and an existing transmission line. The segment then angles west for approximately 1.48 miles. The segment then turns north for approximately 4.55 miles, and then turns west for approximately 2.08 miles. The segment terminates at its intersection with Segments B2 and S2, on the east side of U.S HWY 67.

Segment B2 — Segment B2 begins at its intersection with Segments C2 and D2 (see Inset), on the east side of U.S. HWY 67. The segment proceeds southwest for approximately 4.00 miles, paralleling the east side of U.S. HWY 67. The segment terminates at its intersection with Segments A2 and S2, on the east side of U.S. HWY 67.

Segment C2 (see inset) — Segment C2 begins at its intersection with Segments T1 and U1, on the east side of U.S. HWY 67. The segment proceeds southwest for approximately 0.93 mile, paralleling the east side of U.S. HWY 67. The segment terminates at its intersection with Segments B2 and D2, on the east side of U.S. HWY 67.

Segment D2 (see inset) — Segment D2 begins at its intersection with Segments B2 and C2, on the east side of U.S. HWY 67. The segment proceeds west for approximately 2.94 miles, immediately crossing U.S. HWY 67. The segment terminates at its intersection with Segments E2 and K2.

Segment E2 (see inset) — Segment E2 begins at its intersection with Segments D2 and K2. The segment proceeds north for approximately 1.49 miles. The segment terminates at its intersection with Segments F2 and H2.

Segment F2 (see inset) — Segment F2 begins at its intersection with Segments E2 and H2. The segment proceeds north for approximately 0.42 miles. The segment terminates at its intersection with Segments Y1 and Z1, on the south side of IH 10.

Segment G2 (see inset) — Segment G2 begins at its intersection with Segments Z1 and B3, on the north side of an existing transmission line on the north side of IH 10. The segment proceeds west-northwest for approximately 0.14 mile, paralleling the north side of an existing transmission line. The segment then angles west for approximately 0.44 mile, paralleling the north side on an existing transmission line. The segment then angles northwest for approximately 0.33 mile, paralleling the north side on an existing transmission line. The segment then turns southwest for approximately 0.12 mile, paralleling the north side on an existing transmission line. The segment then angles west-northwest for approximately 0.90 mile, paralleling the north side on an existing transmission line. The segment terminates at its intersection with Segments I2 and J2, on the north side of an existing transmission line on the north side of IH 10.

Segment H2 (see inset) — Segment H2 begins at its intersection with Segments E2 and F2. The segment proceeds west for approximately 0.80 mile, and then angles northwest for approximately 0.52 mile. The segment then angles west-northwest for approximately 1.12 miles. The segment terminates at its intersection with Segments L2, I2, and M2, on the south side of IH 10.

Segment I2 (see inset) — Segment I2 begins at its intersection with Segments H2, L2, and M2, on the south side of IH 10. The segment proceeds north for approximately 0.24 mile, crossing IH 10 and an existing transmission line. The segment terminates at its intersection with Segments G2 and J2, on the north side of an existing transmission line on the north side of IH 10.

Segment J2 — Segment J2 begins at its intersection with Segments G2 and I2, on the north side of an existing transmission line on the north side of IH 10 (see Inset). The segment proceeds northwest for approximately 0.24 mile, paralleling the north side of an existing transmission line. The segment then angles and proceeds westerly for approximately 12 3 miles, paralleling the north side of an existing transmission line and crossing an existing transmission line. The segment terminates at a point inside the Solstice Switch Station property, on the north side of IH 10 in Pecos County (see Inset).

Segment K2 (see inset) — Segment K2 begins at its intersection with Segments D2 and E2. The segment proceeds west for approximately 2.05 miles. The segment terminates at its intersection with Segments L2 and N2.

Segment L2 (see inset) — Segment L2 begins at is intersection with Segments K2 and N2. The segment proceeds north for approximately 2.30 miles. The segment terminates at its intersection with Segments H2, I2 and M2, on the south side of IH 10.

Segment M2 — Segment M2 begins at its intersection with Segments H2, I2, and L2, on the south side of IH 10 (see Inset) The segment proceeds west-northwest for approximately 9.14 miles, paralleling the south side of IH 10. The segment terminates with its intersection with Segments P2 and Q2, on the south side of IH 10.

Segment N2 — Segment N2 begins at its intersection with Segments K2 and L2 (see Inset). The segment proceeds west for approximately 5.98 miles. The segment terminates at its intersection with Segments O2 and T2.

Segment O2 — Segment O2 begins at its intersection with Segments N2 and T2. The segment proceeds north for approximately 0.97 mile, and then turns west for approximately 3.16 miles. The segment terminates at its intersection with Segments P2 and V2.

Segment P2 — Segment P2 begins at its intersection with Segments O2 and V2. The segment proceeds north for approximately 2.75 miles. The segment terminates at its intersection with Segments M2 and Q2, on the south side of IH 10.

Segment Q2 — Segment Q2 begins at its intersection with Segments M2 and P2, on the south side of IH 10. The segment proceeds west-northwest for approximately 0.56 mile. The segment then angles northwest for approximately 0.58 mile, and then angles west-northwest for approximately 2.30 miles, paralleling the south side of IH 10. The segment terminates at its intersection with Segments R2 and W2, on the south side of IH 10 (see Inset).

Segment R2 (see inset) — Segment R2 begins at its intersection with Segments Q2 and W2, on the south side of IH 10. The segment proceeds north for approximately 0.19 mile, crossing IH 10 and two existing transmission lines. The segment terminates at a point inside the Solstice Switch Station property, on the north side of IH 10 in Pecos County.

Segment S2 — Segment S2 begins at its intersection with Segments A2 and B2, on the east side of U.S. HWY 67. The segment proceeds west for approximately 8.30 miles, immediately crossing U.S. HWY 67. The segment terminates at its intersection with Segments T2 and U2.

Segment T2 — Segment T2 begins at its intersection with Segments S2 and U2. The segment proceeds north for approximately 3.00 miles. The segment terminates at its intersection with Segments N2 and O2.

Segment U2 — Segment U2 begins at its intersection with Segments S2 and T2. The segment proceeds west for approximately 3.70 miles, and then angles northwest for approximately 0.19 mile. The segment then turns southwest for approximately 0.10 mile, and then angles west for approximately 3.18 miles. The segment then turns north for approximately 4.07 miles, paralleling the east side of an existing transmission line. The segment terminates at its intersection with Segments V2 and W2, on the east side of an existing transmission line.

Segment V2 — Segment V2 begins at its intersection with Segments O2 and P2. The segment proceeds west for approximately 3.84 miles. The segment terminates at its intersection with Segments U2 and W2, on the east side of an existing transmission line.

Segment W2 — Segment W2 begins at its intersection with Segments U2 and V2, on the east side of on existing transmission line. The segment proceeds north for approximately 3.48 miles, paralleling the east side of an existing transmission line. The segment then turns east for approximately 0.34 mile, paralleling the south side of IH 10 (see Inset). The segment terminates at its intersection with Segments Q2 and R2, on the south side of IH 10.

Segment X2 — Segment X2 begins at its intersection with Segments O and Y2, on the east side of FM 1053. The segment proceeds west for approximately 2.39 miles, immediately crossing FM 1053. The segment terminates at its intersection with Segments Y2 and Z2.

Segment Y2 — Segment Y2 begins at its intersection with Segments O and X2, on the east side of FM 1053. The segment proceeds southwest for approximately 1.10 miles, paralleling the east side of FM 1053. The segment then turns northwest for approximately 0.11 mile, crossing FM 1053. The segment then angles west for approximately 0.53 mile, then angles northwest for approximately 1.53 miles. The segment terminates at its intersection with Segments X2 and Z2.

Segment Z2 — Segment Z2 begins at its intersection with Segments X2 and Y2. The segment proceeds west for approximately 0.79 mile, crossing an existing transmission line and SH 18. The segment terminates at its intersection with Segments P and R1, on the west side of SH 18.

Segment A3 — Segment A3 begins at its intersection with Segments E1 and C3. The segment proceeds west for approximately 5.92 miles, crossing an existing transmission line. The segment terminates at its intersection with Segments K1 and D3.

Segment B3 (inset) — Segment B3 begins at its intersection with Segments W1 and X1. The segment proceeds southwest for approximately 0.26 mile, and then angles west for approximately 0.68 mile, paralleling the north side of an existing transmission line. The segment then angles west-northwest for approximately 0.82 mile, paralleling the north side of an existing transmission line. The segment then angles west for approximately 0.80 mile, paralleling the north side of an existing transmission line. The segment then angles west-northwest for approximately 0.25 mile, and then angles west for approximately 0.38 mile. The segment then angles northwest for approximately 0.16 mile, paralleling the north side of an existing transmission line. The segment terminates at its intersection with Segments Z1 and G2, on the north side of an existing transmission line on the north side of IH 10.

Segment C3 — Segment C3 begins at its intersection with Segments E1 and A3. The segment proceeds south for approximately 0.45 mile, then angles southeast for approximately 0.12 mile, and then turns southwest for approximately 0.14 mile. The segment then angles south for approximately 1.33 miles, and then angles southwest for approximately 0.24 mile. The segment then angles south for approximately 0.24 mile, then angles southeast for approximately 0.22 mile, and then angles south for approximately 2.39 miles. The segment terminates at its intersection with Segments D1 and L1.

Segment D3 — Segment D3 begins at its intersection with Segments K1 and A3. The segment proceeds south for approximately 0.65 mile. The segment terminates at its intersection with